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INTELLIGENCE

GENERAL AVIATION MARKET EXPANSION PLAN, the ambitious program launched nearly five years ago to promote greater use and better understanding of general aviation aircraft *(BA, April 11, 1988/113)*, will cease operations at the end of the year. Although the goals of the GAME Plan – providing access to information on flight instruction programs and promoting the use of charter aircraft and business flying – won acclaim from most segments of the industry, the effort never attracted sufficient revenue to adequately support its mission. The program's financial shortfall has been exacerbated by the economic recession, which reduced the income of many companies and individuals who contributed funding.

CONTINUATION of an industry-sponsored Learn-To-Fly program is being planned by a group that met in Washington last week. That group, which includes a number of individuals who had been active supporters of the GAME Plan effort, plans to maintain use of a toll-free telephone number to link prospective student pilots with flight schools in their local area. Formal announcement of the details of the new program is expected shortly. Discussions also are underway about finding other organizations or groups to take over other GAME Plan programs, including promotion of charter aircraft use and business flying.

AS OF LATE FRIDAY, congressional leaders still had not sent the comprehensive tax bill, H.R.11, to the White House for President Bush's signature. The president has 10 calendar days to sign the bill once it arrives at the White House. Observers speculated the delay in forwarding the bill is a tactical move to avoid a veto, which Bush has threatened because H.R.11 contains measures that would raise certain taxes *(BA, Oct. 19/155)*. Congressional leaders, however, reportedly were hoping that Bush would be willing to sign it after the election. H.R.11, which contains a repeal of the luxury tax and simplifies the tax code for affiliated groups, was passed by the House and Senate earlier this month *(BA, Oct. 12/145)*.

PRESIDENTIAL HOPEFUL Bill Clinton last week indicated a desire to change the structure of the Federal Aviation Administration. In a letter to the Aero Club of Washington, Clinton said, "For years there has been widespread dissatisfaction with the status of FAA, the frequent turnover in administrators, the endless red tape, the stifling civil service regulations and interference from the Office of the Secretary. It is time to reopen the discussion as to how the FAA should be structured." The letter was read during a debate on aviation issues between representatives of the Clinton and Bush camps.

SWEARINGEN HIRING FOR WEST VIRGINIA PLANT; FINANCIAL OFFERING PLANNED

Swearingen Aircraft has hired the first workers for its new aircraft manufacturing facility in West Virginia and investment bankers are nearing completion of a financial offering designed to raise $100 million in financing for the SJ 30 business jet.

Swearingen, which confirmed this fall that it had abandoned plans to build the SJ 30 in Delaware because of delays in obtaining state-assisted financial support *(BA, Sept. 21/112)*, now plans to build the SJ 30 in a 250,000-square-foot plant to be built in Martinsburg, West Virginia. The company said last week it had hired nine specialists in sheet metal, electrical work, tool making and airframe and engine mechanics in West Virginia and is transferring them to San Antonio, Tex. – Swearingen's corporate headquarters – where they and

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NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL/REGIONAL AIRCRAFT – THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 92	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	14	62
TB-10	Tobago	17	32
TB-20	Trinidad	4	21
TB-21	Trinidad TC	1	1
TB-200XL		5	12
Total		41	128
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	16	36
Total		16	36
ATR (Avions de Transport Regional)			
• Multi-Engine			
ATR-42		2	13
ATR-72		4	36
Total		6	49
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	*	*
S-2B	Pitts	*	*
A-1	Husky	*	*
Total		*	*
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	15	58
BE-A36	Bonanza	20	54
BE-36TC	Bonanza	4	12
BE-36AT		0	9
• Multi-Engine			
BE-58	Baron	9	22
BE-58P	Baron	0	0
BE-C90-1	King Air	10	16
BE-200	Super King Air	7	21
BE-200C	Super King Air	1	1
BE-200T	Super King Air	0	0
BE-300LW	Super King Air	1	3
BE-350	Super King Air	4	13
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	0	0
BE-1900D		7	20
BE-1900E		0	0
Starship 2000		0	3
Beechjet 400A		11	19
Total		89	251
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	7	13
ATP		3	10
BAe 146-100		0	1
BAe 146-200		0	0
BAe 146-300		1	3
†BAe 800		3	6
†BAe 1000		3	11
Total		17	44
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	1	7
BN-2T	Islander	1	2
Total		2	9
CANADAIR			
• Multi-Engine			
CL-601-3A		2	13
Total		2	13
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	10	25
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	4	17
CE-560	Citation V	13	40
CE-650	Citation III	0	1
CE-650	Citation VI	2	10
CE-650	Citation VII	5	7
Total		34	100
DASSAULT AVIATION			
• Multi-Engine			
AD-My 50	Falcon	0	5
AD-My 900	Falcon	4	9
Total		4	14
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	5	19
DHC-8	Series 300	4	14
Total		9	33
EMBRAER			
• Single Engine			
EMB-201A	Ipanema	2	5
EMB-711ST	Corisco II	0	0
EMB-712	Tupi	0	0
EMB-720	Minuano	0	2
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	2	15
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	7
EMB-820		0	0
EMB-821	Carajah	0	1
Total		9	30
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Metro III		2	9
Expediter		3	3
Total		5	12
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	3	12
Total		3	12
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	0	3
Total		0	3
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	4	5
Total		4	5
(3 Export)			
(1 Domestic)			

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Airport and Airway Trust Fund
Income Statement
October 31, 1991 - August 31, 1992

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 8,971,000.00	$ 108,675,000.00
Transportation by Air, Seats, Berths, etc.	334,538,000.00	3,751,887,000.00
Use of International Travel Facilities	20,729,000.00	219,594,000.00
Transportation of Property and Cargo	19,683,000.00	208,462,000.00
Gasoline:		
Commercial 9 cents tax	217,000.00	2,459,000.00
Non-commercial 9 cents tax	2,513,000.00	32,499,000.00
Total Tax Receipts	$ 386,651,000.00	$ 4,323,576,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	3,421,000.00	14,589,710.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 3,421,000.00	$ 14,589,710.00
Net Tax Receipts	$ 383,230,000.00	$ 4,308,986,290.00
Interest on Investment	$ 2,000,105.64	$ 955,761,020.31
Accrued Interest Income	93,247,846.68	186,767,920.62
NET RECEIPTS	$ 478,477,952.32	$ 5,451,515,230.93
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (517,552,000.00)	$ (5,343,232,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(26,541,750.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (517,552,000.00)	$ (5,369,774,583.47)
TOTAL OUTLAYS/TRANSFERS	$ (517,552,000.00)	$ (5,369,774,583.47)
SURPLUS/(DEFICIT)	$ (39,074,047.68)	$ 81,740,647.46

From Treasury Department data.

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Airport and Airway Trust Fund
Balance Statement
As of August 31, 1992

	Current Month	Year-to-Date
ASSETS		
Undisbursed Balances:		
Available for investment	$ 357.44	
TOTAL UNDISBURSED BALANCE		$ 357.44
Receivables:		
Interest Receivables	$ 186,767,920.62	
TOTAL RECEIVABLES		$ 186,767,920.62
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/93	0.00	
8% matures 06/30/93	0.00	
7-7/8% matures 06/30/93	0.00	
7-1/4% matures 06/30/93	$ 15,400,490,000.00	
NET INVESTMENTS		$ 15,400,490,000.00
TOTAL ASSETS		$ 15,587,258,278.06
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	81,740,647.46	
TOTAL EQUITY		$ 15,587,258,278.06
TOTAL LIABILITIES & EQUITY		$ 15,587,258,278.06

Activity Report
October 1, 1991 - August 31, 1992

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ (396.00)	$ 0.00
Grants-in-Aid	85,544,448.77	35,161,844.44
Facilities & Equipment	6,609,250.08	76,653,997.77
Research Engineering Development	1,664,184.33	5,355,921.11
DOT/Rental Payments	0.00	0.00
Air Carriers	(2,552,758.00)	10,854,506.72
TOTAL UNDISBURSED BALANCE	$ 91,264,729.18	$ 128,026,270.04
EXPENSES		
Operations	$ 175,802,396.00	$ 1,933,822,025.00
Grants-in-Aid	84,255,551.23	1,481,113,545.57
Facilities and Equipment	143,040,749.92	1,621,436,432.49
Research Engineering Development	20,635,815.67	190,086,185.10
NOAA Aviation Weather Services	0.00	26,541,750.00
DOT/Rental Payments	0.00	29,887,000.00
Air Carriers	2,552,758.00	27,745,493.28
TOTAL EXPENSES	$ 426,287,270.82	$ 5,310,631,431.44
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (517,552,000.00)	$ (5,343,232,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(26,541,750.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (517,552,000.00)	$ (5,369,774,583.47)

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Note: From Treasury Department data.

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